

LISTING OF CLAIMS:

1. (Original) A vehicle brake system which sets target braking force for individual wheels and controls braking force for the individual wheels in accordance with the target braking force, the vehicle brake system comprising:

a noise detection unit which detects a generation state of a brake noise in the individual wheels; and

a control unit which selects, in accordance with the generation state of the brake noise of the individual wheels detected by the noise detection unit, one of the front and rear wheels where the brake noise is generated on the left side and on the right side as a noise generating wheel, reduces the target braking force for the noise generating wheel by a predetermined amount, and increases the target braking force for one of the front and rear wheels which is other than the noise generating wheel by the predetermined amount.

2. (Original) The vehicle brake system according to claim 1, wherein, when a generation of the brake noise is detected in both front and rear wheels, the control unit selects the rear wheel as the noise generating wheel.

3. (Original) The brake control system according to claim 1, wherein, when a generation of the brake noise is detected in both front and rear wheels, the control unit selects a wheel where the brake noise is most remarkable as the noise generating wheel.

4. (Original) A vehicle brake system which sets target braking force for individual wheels and controls braking force for the individual wheels in accordance with the target braking force, the vehicle brake system comprising:

a noise detection unit which detects a generation state of a brake noise in the individual wheels; and

a control unit which selects, in accordance with the generation state of the brake noise of the individual wheels detected by the noise detection unit, a pair of diagonal wheels which are diagonally located and which include a wheel where the brake noise is generated as generating diagonal wheels among the wheels of the vehicle, reduces the target braking force for each of the generating diagonal wheels by a predetermined amount, and increases the target braking force for each of the pair of diagonal wheels other than the generating diagonal wheels by the predetermined amount.

5. (Original) The vehicle brake system according to claim 4, wherein the control unit selects a pair of diagonal wheels which include a wheel where the detected brake noise is most remarkable as the generating diagonal wheels.

6. (Original) The vehicle brake system according to claim 4, wherein, when the brake noise is detected in both front and rear wheels on the same one of the left and right sides, the control unit selects a pair of diagonal wheels which include the front wheel where the noise is detected as the generating diagonal wheels.

7. (Original) The vehicle brake system according to claim 4, wherein, when the brake noise is detected in one of a pair of front wheels and a pair of rear wheels, the control unit selects a pair of diagonal wheels which include a wheel where the brake noise is most remarkable as the generating diagonal wheels.

8. (Original) The vehicle brake system according to claim 4, wherein, when the brake noise is detected in three wheels, the control unit selects a pair of diagonal wheels where a noise is detected in both of the diagonal wheels are determined as the generating diagonal wheels.

9. (New) The vehicle brake system according to claim 1, wherein the predetermined amount is a braking force to reduce brake noise by changing a resonance mode of a friction member of the noise generating wheel.

10. (New) The vehicle brake system according to claim 4, wherein the predetermined amount is a braking force to reduce brake noise by changing a resonance mode of friction members of the generating diagonal wheels.

11. (New) The vehicle brake system according to claim 3, wherein the brake noise is determined to be most remarkable in the wheel with a largest corresponding amplitude of a detected frequency component.

12. (New) The vehicle brake system according to claim 5, wherein the brake noise is determined to be most remarkable in the wheel with a largest corresponding amplitude of a detected frequency component.

13. (New) A device for setting target braking force for individual wheels in a vehicle brake system and for controlling braking force for the individual wheels in accordance with the target braking force, comprising:

a processor, the processor being configured to facilitate detecting a generation state of a brake noise in the individual wheels; to facilitate selecting, responsive to the detecting, in accordance with the generation state of the brake noise of the individual wheels detected by the noise detection unit, one of the front and rear wheels where the brake noise is generated on the left side and on the right side as a noise generating wheel; to facilitate reducing, responsive to the selecting, the target braking force for the noise generating wheel by a predetermined amount, and increasing the target braking force for one of the front and rear wheels which is other than the noise generating wheel, by the predetermined amount.

14. (New) The device according to claim 13, further comprising, when a generation of the brake noise is detected in both front and rear wheels, selecting the rear wheel as the noise generating wheel.

15. (New) The device according to claim 13, further comprising, when a generation of the brake noise is detected both front and rear wheels, selecting a wheel where the brake noise is most remarkable as the noise generating wheel.

16. (New) The device according to claim 13, wherein the predetermined amount is a braking force to reduce brake noise by changing a resonance mode of a friction member of the noise generating wheel.

17. (New) The device according to claim 15, wherein the brake noise is determined to be most remarkable in the wheel with a largest corresponding amplitude of a detected frequency component.